



Dar Al-Handasah Consultants
(Shair and Partners)

in Joint Venture



National Engineering Services
Pakistan (Pvt.) Limited

P21161/A/L0005-21

25th November 2021

Project Director (Karachi Mobility Project)
Sindh Mass Transit Authority,
Transport & Mass Transit Department, Government of Sindh
House # D-43; Block 2; Scheme No. 5; Kehkashan, Clifton, Karachi, Pakistan

Project: Consulting Services for Preparation of Detailed Design, Procurement Support and Construction Supervision for Karachi Mobility Project (Yellow BRT)

Subject: Kick-off Meeting with SMTA dated 12-10-2021 – Minutes of Meeting

Dear Sir,

With reference to the Kick-off meeting held between SMTA, World Bank teams and the JV Consultants on 12/10/2021, we are pleased to include herewith, for your kind record, a copy of the final Minutes of Meeting "MOM".

Assuring you our best professional services at all times.

Thank you,

Yours faithfully

For the JV of Dar Al-Handasah (Shair & Partners) and Nespak Pvt Ltd.

Rabah Ait-Ali,
Authorized Representative

30/11

Please circulate
away relevant officials.

20/12/2021
KMP
specialists

Manama

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RECEIVED
SMTA-TMTD
Entry No: 2428
Dated: 26.11.21

Minutes of meeting

Karachi Mobility Project

Subject: Yellow Bus Rapid Transit: Kick-Off Meeting with SMTA

Location: Sindh Mass Transit Authority Offices

Date: 12/10/2021

Present: Mr. Imran Bhatti – SMTA (Project Director / Managing Director)

Mr. Yousuf Mounair – SMTA (Director of Infrastructure)

Mr. Rafay Ali – SMTA (Director Finance & Accounts)

Mr. Zafar Iqbal – SMTA (Procurement & Contract Management Specialist)

Mr. Hassan A. Zaidi – World Bank

Mr. Ali Abbany – DAR and NESPAK JV (Project Director)

Mr. Ibrahim Haddad – DAR and NESPAK JV (Senior Procurement Specialist)

Mr. Mohamed Abd Elaziz – DAR and NESPAK JV (Deputy Team Leader)

Dr. Mohamed Elsisy – DAR and NESPAK JV (Bridge Rehabilitation Specialist)

Dr. Islam Mamdouh – DAR and NESPAK JV (Pavement Specialist)

Dr. Ibrahim Haddad – DAR and NESPAK JV (Procurement Specialist)

Mr. Antonio Gobbo – DAR and NESPAK JV (BRT Design Expert)

Mr. Rehan Zamin – DAR and NESPAK JV (Project Manager)

Mr. Ali Sher Shah – DAR and NESPAK JV (Environmental Safeguards Specialist)

Copies to: Mr. Bahjat Ghandour - DAR and NESPAK JV (Team Leader)

Ref.	Items discussed	For action by
1.	The meeting was held between Sindh Mass Transit Authority – SMTA (Client), the World Bank (WB), and the Consultants Dar Al-Handasah and NESPAK (JV) being the official Kick-off meeting of "Karachi Mobility Project (Yellow Bus Rapid Transit)".	Info.
2.	The meeting started with a brief introduction of the attendees from SMTA, WB and JV.	Info.
3.	The JV made a presentation covering the following topics (presentation slides are attached): <ol style="list-style-type: none">1. The project understanding, components and packaging2. Project timeline3. Organization Chart and Key Staff4. One Team Approach that will be applied within the JV team Queries and items to be discussed.	Info.

Minutes of meeting

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4.	<p>JV mentioned that preparatory work has already started on the project since receipt of the commencement letter, mainly in relation to surveys and investigations. Site visits are also being carried out to acquaint the team with the existing conditions along the corridor.</p> <p>JV highlighted one particular observation from the site visit being the existence of 132KV power lines and pylons located in the median of the corridor along "Road 8000".</p> <p>SMTA clarified that these lines will not be relocated and consideration for maintenance access and safety should be taken into account in the design of BRT.</p> <p>JV noted that while a requirement from K-Electric of 5.0m buffer zone away from the existing pylon was considered in the preliminary design, further coordination with K-Electric needs to be undertaken in the coming weeks to reconfirm their requirements for incorporation into the detailed design.</p> <p>Post Meeting Note: A virtual meeting happened between the JV and K-Electric on 28th October 2021 wherein certain technical matters regarding KE utilities were discussed including requirement of horizontal offset of 8.2m, from the center of pylons, for the BRT corridor, which is different to the requirement communicated during preparation of the Preliminary Design in 2019. SMTA to coordinate with KE for a meeting to discuss all such matters in detail and for record.</p>	<p>JV</p> <p>SMTA</p>
5.	<p>SMTA noted that the KPT interchange, located to the west of Jam Sadiq existing bridge, was designed by NESPAK, and all its related information should be available.</p> <p>In addition, NESPAK mentioned that they have another project ("Link Road for Korangi" with Local Government Department of Govt. of Sindh) for constructing a new bridge along the river south of Jam Sadiq bridge, and the scope includes a detailed Hydrology and Hydraulic Study, which may be integrated considering the requirements of the Karachi Mobility Project.</p>	Info.
6.	<p>JV mentioned that they have received some data from MEW Expressway project at their own. The received data indicates that MEW expressway did not take into consideration the new bridge configuration at Jam Sadiq, and that they are proposing to have several connections between the new Expressway and the existing Jam Sadiq Bridge.</p> <p>JV mentioned that they are coordinating with the MEW Expressway project team to have a meeting to discuss the integration between the two projects, and to ensure a clear identification of the Limit of Works is agreed.</p>	JV

Minutes of meeting

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	<p>Post Meeting Note: The meeting was held between the two projects teams on Thursday 14/10/2021 as coordinated by SMTA Director Infrastructure/Projects. It was discussed and later informed to the MEW Project Director on 14th October 21 that the exit and entry ramps be moved 20m further north due to the proposed 4 lane bridge adjacent to the existing Jam-Sadiq bridge. Another meeting with the PD MEW was done on 11th November 21 highlighting the issue of physical integration of MEW and JS bridge and future constructability issues.</p>	
7.	<p>SMTA asked the JV to check, before launching the Package 4 Tender, if the proposed number of lanes (3 lanes + BRT lane per direction) along the existing and new Jam Sadiq bridge is sufficient from traffic demand perspective.</p> <p>JV confirmed that, while they believe the number of lanes shown in the Preliminary Design is probably sufficient, their traffic analysis team will double check.</p> <p>JV added that the new bridge south of Jam Sadiq bridge (the Korangi Link Road Project under the Urban Road Initiative Scheme) will release some of the congestion along Jam Sadiq bridge, to be also checked and confirmed in the traffic study.</p>	JV
8.	<p>WB enquired about the sufficiency of the 10-week Tendering Period for Package 4, especially if the bidders will be required to undertake tests on the existing bridge.</p> <p>JV clarified that they used the same duration as included in the TOR; they also noted that necessary tests to define the scope of rehabilitation will be carried out before launching the tender, so the bidders expectedly may not be required to undertake additional testing during the tender stage. Nevertheless, the JV will re-assess the 10 weeks duration based on the findings from the testing on existing bridge. In addition, the JV highlighted that the tender documents of Package 4 will not release the contractor from his responsibility as a D&B contractor to verify the rehabilitation recommendations and finalize the detailed design by applying all necessary means including additional testing as needed.</p>	JV
9.	<p>JV enquired about the contact person from SMTA and to whom the official communications/correspondences should be addressed.</p> <p>SMTA clarified that all communications / correspondences should be addressed to the Project Director of Yellow BRT Corridor, with a copy to SMTA Director Infrastructure.</p> <p>SMTA also mentioned that an exclusive e-mail account (kmp.infra.smta@gmail.com) will be provided from their side to be also copied in all e-mails.</p> <p>JV informed that they have created a Web Shared link to exchange data within the team</p>	Info.

Minutes of meeting

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	members. An additional link could be provided for final deliverables with access rights to SMTA team members.	
10.	<p>SMTA asked the JV to study the possibility of expediting the issuance of Tender Documents for Jam Sadiq Bridge (Package 4).</p> <p>JV clarified that squeezing the timeline is highly dependent on the prompt receipt of permits from relevant authorities to access the site and undertake the necessary structural tests. JV noted that they have already recruited the testing Contractor and requested the permit from SMTA.</p> <p>Furthermore, JV urged SMTA to provide a copy of available information for all previous Repair / Rehabilitation works done for the existing bridge, given the importance of such data in understanding the history of the structure.</p> <p>Post Meeting Noted: The NOC from KMC was received on 13/10/2021 allowing the start of the tests on site.</p>	<p>JV</p> <p>SMTA</p> <p>SMTA</p>
11.	<p>JV asked SMTA to provide and confirm the exact area and coordinates of the allocated land for Depot 2.</p> <p>SMTA promised to provide in due time.</p>	SMTA
12.	<p>JV noted that the Transport Model has been received from SMTA on 24/09/2021 and was checked by the traffic team. Subsequently, queries were sent to SMTA for clarification, and feedback on them is still awaited.</p> <p>JV suggested that SMTA arranges a meeting with the Modeler in order to discuss the queries and clarify all technical ambiguities.</p> <p>SMTA promised to arrange for the meeting and will advise the exact time/date.</p> <p>Post Meeting Noted: A meeting with M/s Logit (and M/s Exponent) has been arranged on the 19th November 2021 to discuss these queries based on the ODBM report (Volume 1 of November 2020).</p>	SMTA
13.	<p>JV mentioned that they have checked all the received documents/reports related to the feasibility study of the BRT Yellow Line and highlighted that the Fare Policy used in the study may have a big impact on the design requirements as well as the operation of the whole line and asked if the fare policy will be changed, or not. Noting that the fare policy may have impact on the Station Sizing, Depot Sizing and Fleet Composition in case any change to the fare will be applied later (for example if the fare is lower after the network</p>	Info.

Minutes of meeting

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	<p>is operated, this could attract more users resulting in over-loading of the system.</p> <p>JV asked SMTA to clarify/confirm if it is correct to use the ODBM/FR's Scenario 15 fare structure of 15-55 PKR – 2km (347,300 ADP) for the sizing of depots, fleet, stations and related Yellow Line project features.</p> <p>SMTA clarified that the Fare Policy has been issued by the Government of Sindh to be used through the whole transport system, including all BRT lines in the city of Karachi, and any changes in this fare rates is a policy matter depending upon the macro-economic indicators, again to be decided by the Government.</p>	
14.	<p>JV raised a concern that if any other public or private service providers operate along the corridor, this may impact the ridership of the BRT Yellow Line.</p> <p>SMTA confirmed that a proper Bus Industry Transition and re-routing of Public Transport to be undertaken to ensure successful operations of the entire public transport system.</p>	Info.
15.	<p>JV advised that the Geotechnical Investigation contractor has been selected and the awarded documents will be signed shortly – assistance from SMTA in obtain the necessary permits for the site works is needed.</p>	SMTA
16.	<p>JV highlighted that Mehran Highway is currently under-construction while it is one of the feeder routes, and asked SMTA to clarify the consultant scope in this area.</p> <p>SMTA clarified that fixing the extent and exact scope for all feeder routes / off-corridors will be subject to separate meetings and discussions to be arranged shortly.</p> <p>Post Meeting Noted: A discussion was held between JV and SMTA wherein the JV highlighted some discrepancies in the identified alignments of off-corridor routes in the ODBM report and the feasibility report. SMTA informed that after confirmation, final version of the ODBM report will be shared with the JV to ensure the elimination of any discrepancy or confusion. The ODBM report (Volume 1 of November 2020) was shared subsequently on 9th November 21.</p>	SMTA
17.	<p>SMTA noted that consideration should be taken in the design for the future connectivity between the Karachi Circular Railway (KCR) and the BRT Yellow Line near Kala Pull bridge.</p>	JV
18.	<p>JV asked the Client to provide a copy of the available design information related to the Red and Green BRT lines, in order to have consistent design for the stations (interior design and material selection).</p>	SMTA

Minutes of meeting

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	<p>SMTA clarified that there is no need to have consistent interior designs between the different BRT lines; only the functional / operational design of the stations need to be consistent but emphasized on sustainable and simple station design from the cost, constructability and considering future expansion as per the increased demand. In all cases, a copy of the available designs will be provided to JV.</p> <p>JV requested from SMTA to arrange a visit to the BRT Green Line.</p> <p>It was agreed that the JV will make an initial proposal for the station design for discussion and confirmation with SMTA.</p>	<p>SMTA</p> <p>JV</p>
19.	It was discussed that the station platforms will be equipped with screen doors for increased safety. The screen doors, however, will not be full-height as the stations are not air conditioned. SMTA emphasized to design the stations from the maintenance and safety point of view, as highlighted in the TORs.	Info.
20.	<p>JV enquired if a separate Operations Control Center "OCC" will be provided for the BRT Yellow Line, noting that it is recommended that the OCC should make provisions for <u>Crisis Response Team</u> including Police, Firefighting, Civil Defense, etc.</p> <p>SMTA clarified that there will be one OCC for all the BRT lines, and it is currently implemented as part of the BRT Green Line project.</p> <p>JV asked SMTA if they can arrange for a visit to the existing OCC building.</p>	<p>Info.</p> <p>SMTA</p>
21.	SMTA asked the JV to consider innovative pavement design along the project and suggested to undertake a detailed study the possibility of applying the Lane Strip Pavement design (or other sustainable / economical techniques) for BRT corridor and Reclaimed Asphalt Pavement technique and other techniques for mixed traffic.	JV
22.	<p>JV enquired about the pre-selection for the bus fleet as hybrid diesel-electric buses.</p> <p>SMTA informed that this selection is yet to be fully confirmed as this is depending upon the progress of Bio-Gas plant implementation under Red BRT and also Electric Vehicle policy. The WB advised that the depot designs be considered for various fueling mechanism besides diesel-hybrid and to explore possibility for keeping the fuel-mechanism aspects of the depot flexible. This will need further deliberations for SMTA, WB and the Consultants to be carried out.</p>	Info.
23.	JV enquired about the Client intention of "Full Scale" operation to be considered from the first year of implementation.	Info.

Minutes of meeting

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	<p>SMTA clarified that the above is related to the implementation of the full infrastructure from day one to be able to cater for the maximum design capacity; the intention is not to have phasing in the construction of the civil and infrastructure works.</p> <p>The JV suggested that the Client considers the construction of depots and related facilities along with the fleet procurement in stages to reduce the maintenance and operation costs. SMTA will study the consultant suggestion and do further deliberations with the consultant.</p>	
24.	<p>JV asked SMTA if they have specific standard specifications that should be followed in the design.</p> <p>SMTA responded that the design should follow recognized international standards (such as AASHTO, BS, ASTM). CSI format for specifications and methods of measurement could be used.</p>	Info.
25.	<p>JV enquired if SMTA would accept combining Depot 1 (Package 1) and Depot 2 (Package 2) in one construction package, given that Depot 1 is rather small and the tender documents for both packages should be ready at the same time.</p> <p>SMTA advised the consultant to give their opinion on the same and promised to discuss internally and revert.</p>	SMTA
26.	<p>JV mentioned that they have reviewed the received Standard Procurement Documents for Package 4 having the General Conditions based on FIDIC Yellow Book – Edition 2017, and they have some remarks and recommendations based on past experiences and lessons learned. JV asked on possibility of using the 1999 Edition instead.</p> <p>WB mentioned that it will be difficult to get approval to use the older version of the FIDIC, however that could be checked with relevant colleagues if the JV have valid and strong arguments in favor of the 1999 Edition. In the meantime, the JV should consider the 2017 version as provided in the Standard Procurement Documents.</p> <p>JV suggested to have a dedicated working session with SMTA and WB procurement teams to clarify any queries and obtain information needed from Client side.</p> <p>It was agreed that a meeting will first be held between SMTA and JV to discuss the queries prior to sharing the same with WB. A virtual/conference meeting will be arranged with the WB procurement team in the week of October 18.</p> <p>Post Meeting Note: A meeting was held on 13/10/2021 between SMTA and JV in which the queries were discussed.</p>	<p>Info.</p> <p>SMTA / WB</p>

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27.	WB highlighted that the safety of pedestrian and all road users, especially the 2-wheelers, should be taken into consideration during the design as well as accessibility design to stations.	JV
28.	JV noted that adequate and strict enforcement tools should be put in place during operation to prevent undue use of the bus lanes by ordinary vehicles, motorcycles or bicycles. In that particular case, a complementary policy towards massive implementation of bike paths is highly recommended.	Info.
29.	<p>SMTA requested the JV to consider non-traditional design for the depot area in case the available land area is not sufficient, by having some of the facilities underground in order to maximize the use of the given plot.</p> <p>SMTA mentioned that such approach is already considered in Karachi in one area (near Numaish), and SMTA will arrange for a visit for the consultant team.</p>	JV

Prepared by: Mohamed Abd Elaziz

Signature: 

Issue date: October 15, 2021